Coast Guard, DHS

§ 154.506 Mechanical expansion joint: Limits in a piping system.

(a) May be installed only if offsets, loops or bends cannot be installed due to limited space or piping arrangement;

(b) Must be a bellows type; and


§ 154.470 General.

(a) A cargo tank must have a support system that:

1. Prevents movement of the cargo tank under the static and dynamic loads in §154.406; and

2. Allows the cargo tank to contract and expand from temperature variation and hull deflection without exceeding the design stress of the cargo tank and the hull.

(b) The cargo tank support system must have a key that prevents rotation of the cargo tank.

(c) An independent tank must have supports with an antiflotation system that withstands the upward force of the tank without causing plastic deformation that endangers the hull structure when the tank is:

1. Empty; and

2. In a hold space flooded to the summer load draft of the vessel.

§ 154.471 Design criteria.

(a) The cargo tank support system must be designed:

1. For the loads in §154.406(a); and

2. To not exceed the allowable stress under this part at a static angle of heel of 30°;

3. To withstand a collision force equal to at least one-half the weight of the cargo tank and cargo from forward and one-quarter the weight of the cargo tank and cargo from aft; and

4. For the largest resulting acceleration in Figure 1, including rotational and translation effects.

(b) The cargo tank support design loads in paragraph (a) of this section may be analyzed separately.

§ 154.470 Cargo transfer devices and means.

(a) If a cargo pump in a cargo tank is not accessible for repair when the cargo tank is in use, the cargo tank must have an additional means of cargo transfer, such as another pump or gas pressurization.

(b) If cargo is transferred by gas pressurization, the pressurizing line must have a safety relief valve that is set at less than 90 percent of the tank relief valve setting.

SUPPORT SYSTEM

§ 154.470 General.

(a) A cargo tank must have a support system that:

1. Prevents movement of the cargo tank under the static and dynamic loads in §154.406; and

2. Allows the cargo tank to contract and expand from temperature variation and hull deflection without exceeding the design stress of the cargo tank and the hull.

(b) The cargo tank support system must have a key that prevents rotation of the cargo tank.

(c) An independent tank must have supports with an antiflotation system that withstands the upward force of the tank without causing plastic deformation that endangers the hull structure when the tank is:

1. Empty; and

2. In a hold space flooded to the summer load draft of the vessel.

§ 154.471 Design criteria.

(a) The cargo tank support system must be designed:

1. For the loads in §154.406(a); and

2. To not exceed the allowable stress under this part at a static angle of heel of 30°;

3. To withstand a collision force equal to at least one-half the weight of the cargo tank and cargo from forward and one-quarter the weight of the cargo tank and cargo from aft; and

4. For the largest resulting acceleration in Figure 1, including rotational and translation effects.

(b) The cargo tank support design loads in paragraph (a) of this section may be analyzed separately.